



Quick Notes

From the Idaho Office of Highway Safety

November 24, 2014

Idaho Transportation Department - PO Box 7129 - Boise, ID 83707-1129 - P: (208) 334-8100 F: (208) 334-4430 - www.itd.idaho.gov/ohs

Fatalities as of 11/27/14 = 171

Hi Highway Safety Partners:

This year has flown by, and Thanksgiving week is here. For many of us, this means traveling to spend the holiday with friends and family, near and far. So I want to remind everyone that no matter how far

you're driving this Thanksgiving—whether it's down the road to a friend's house, across town to pick up a pumpkin pie, or hundreds of miles to see a favorite relative—you could be involved in a motor vehicle crash. And if you or anyone in your vehicle are not wearing your seat belts, you're at a much greater risk of being killed.

Plain and simple, Thanksgiving weekend is one of the busiest travel times of the year. More cars on the road mean more crashes. More crashes means a higher risk of fatalities, but you or your family members don't be one of them. You and your family can significantly lessen your risk.

Many motor vehicle crash fatalities can be prevented by seat belt use. In fact nationwide in the last decade, over 100,000 people survived crashes because they were properly restrained. Over 12,174 lives were saved by seat belts in 2012 alone. If everyone had buckled up that year, an additional 3,031 lives could have been saved nationally. Now imagine this: the friends and family members of those 3,031 people, gathered around tables this Thanksgiving, missing their loved ones. Wishing their loved ones had buckled up.

That's why once again we all join in as highway safety partners to spread the message about the importance of seat belts; to prevent these tragedies from occurring. Most Americans, and many Idahoans, know of at least one person who's been killed in a crash, but too many people are still lying to themselves, thinking it couldn't happen to them. According to the National Highway Traffic Safety Administration (NHTSA), more than half (52%) of the passenger vehicle occupants killed in crashes in 2012 were not wearing seat belts. Overall that year, there were 21,667 passenger vehicle occupants killed nationwide.

This Thanksgiving, no more excuses. Wear your seat belt every time, whether you're the driver or a passenger, front seat or back. It's the best way to protect yourself from injury or death in a crash. NHTSA estimates that proper seat belt use reduces the risk of fatal injury to front seat passengers by 45 percent, and the risk of moderate to serious injury by 50 percent.

Our Thanksgiving wish at the Idaho Office of Highway Safety this year is that everyone would realize the life-saving benefit of wearing a seat belt. In less time than it takes you to slice that pie, pass the gravy, or call someone to say 'Happy Thanksgiving,' you can do something powerful, smart, and effective:

Buckle Up Idaho - Every Trip, Every Time. You'll be thankful you did.

Brent Jennings, PE
Highway Safety Manager

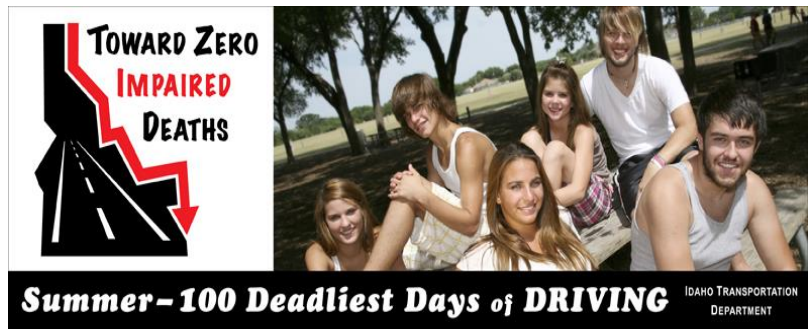
HAPPY THANKSGIVING!

Buckling up could save your giblets.



100 Deadliest Days Mobilizations

The goal of the 100 Deadliest Days Mobilization is to prevent traffic crashes during the months with the highest number of fatal and serious crashes. OHS are committing additional funding so a Idaho law enforcement agencies can increase their presence on Idaho's roads from Memorial Day to Labor Day. The 100 Deadliest Days Mobilization will be a combined effort of all the OHS programs (Aggressive, Distracted, Seatbelt and Impaired).



Overtime requests for 100DDM, will be awarded based on crash problem identification and past performance. Incentive equipment claims will be paid based on FY15 performance, taking into account the number of contacts/citations reported, at the discretion of the OHS. Agencies can provide an explanation of circumstances that inhibits their ability to make a reasonable amount of contacts while working grant funded overtime, or earning grant funded incentive equipment. Please contact the OHS or the LEL's if you have questions about what is considered an acceptable performance when working OHS grant funded overtime, or working regular time to earn incentive equipment. Officers cannot be paid overtime for 100 DDM and the other scheduled mobilizations on the same day.

FY15 incentive equipment can only be earned up to August 15, 2015. Claims should be submitted monthly for the following time periods: May 25-June 30/ July 1–August 15 / August 16 –September 8. Please budget one-third of the funds awarded per billing period.

Linking Police and Hospital Road Accident Records

How Consistent Can it Be?

Marco Amorim, Sara Ferreira, and Antonio Couto

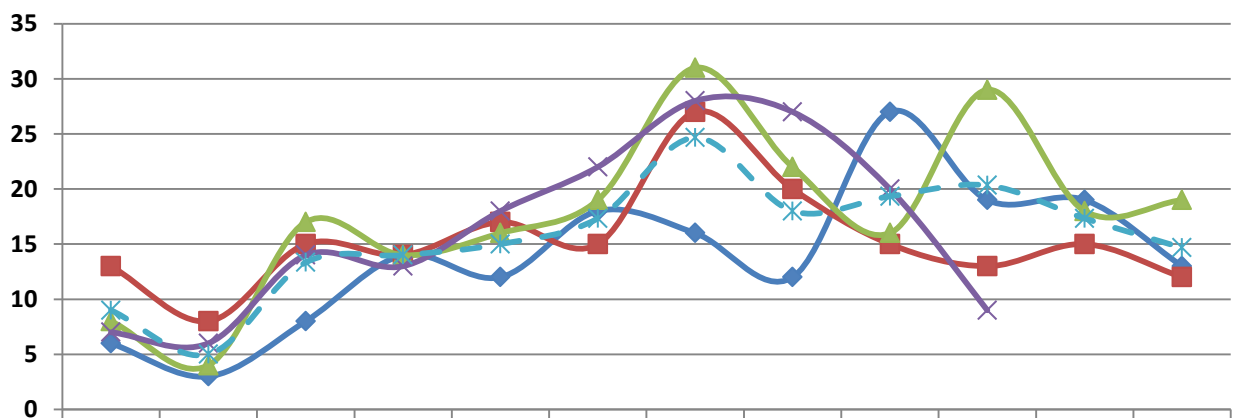
[This paper](#) presents the description of various steps to be applied in the linkage of road traffic accident records through a case study from the city of Porto, Portugal. The complexity of this process stems primarily from several issues found in the data sets: mistakes and missing values were frequently detected, and only a few common data fields could be matched by the linkage process. This study used the application of a mixed deterministic and weight-based probabilistic method to link police and hospital records. The tolerance calibration and weights computation were critical for the final linkage rate as well as for the correct matching of the results. The results obtained lay within the range of rates found by other authors. Furthermore, to improve the record linkage results, a validation process based on the emergency ambulance data was performed. Despite missing values, 98% of the matched records were verified as true matches. Finally, a preliminary investigation of bias after data linkage is described; it shows that the variables selected for comparison indicate similar statistical values. The main outcome of this study is a road accident linkage process that can be adapted, developed, and applied in different contexts and that aims to promote development of police, hospital, and emergency ambulance data in Portugal and other countries. Additional development is planned for each step presented in this paper.

IDAHO TRANSPORTATION DEPARTMENT - Office of Highway Safety
Fatalities By the Month* - October 2014

MONTH						CUMULATIVE TOTALS			
	Actual	Actual	Actual	11,12,13	Actual	Cumulative (11,12,13)			
	2011	2012	2013	AVERAGE	2014	2011	2012	2013	2014
JAN	6	13	8	9	7	6	13	8	7
FEB	3	8	4	5	6	9	21	12	13
MAR	8	15	17	13	14	17	36	29	27
APR	14	14	14	14	13	31	50	43	40
MAY	12	17	16	15	18	43	67	59	58
JUN	18	15	19	17	22	61	82	78	80
JUL	16	27	31	25	28	77	109	109	108
AUG	12	20	22	18	27	89	129	131	135
SEP	27	15	16	19	20	116	144	147	155
OCT	19	13	29	20	9	135	157	176	164
NOV	19	15	18	17		154	172	194	
DEC	13	12	19	15		167	184	213	
YEAR TO DATE	167	184	213	188	164				

*Data limitations: This report is based on information provided by law enforcement agencies on crashes resulting in a death that occurs within 30 days of the crash. **Data is preliminary and is subject to change. Totals of this report are the number of persons killed. Averages are rounded.**

IDAHO MONTHLY TRAFFIC FATALITIES



Child Restraint Basics

Pocket Cards for Law Enforcement Personnel and Parents


Courtesy The Children's Hospital of Philadelphia (CHOP) and GHSA

Pocket cards were recently created and distributed to law enforcement agencies throughout Idaho. The cards are designed to provide recommended child restraint use based on a child's age, height, and weight. The law enforcement pocket cards cite Idaho Statute §49-672 in its entirety, and are laminated.

Pocket cards were also created for parents and caregivers, and several thousand cards have already been distributed statewide. Instead of citing Idaho statute, parent cards provide useful data and links for child passenger safety.


If you are interested in the parent card (or need more cards for your agency), please contact Sherry Jenkins, 208 334 4460, or sherry.jenkins@itd.idaho.gov

Child Restraint Basics




Rear Facing

- To 2 years of age, or until the highest weight and height limit allowed by manufacturer.




Forward Facing

- To upper height and weight limits of car seat, approximately 4 years and 40-65 pounds.
- The top tether should be used until child weighs 40 pounds.



Booster

- From approximately 4 to at least 8 years old or 4'9"
- Use a high back or backless belt positioning booster



Adult Seat Belt

- Age 8 or older and at least 4'9"
- Lap belt lays across upper thighs and across chest; knees bend at seat edge

All children younger than 13 years should ride in the back seat.

Four Key Child Safety Steps

1. Restrain children on every trip, every time.
2. Keep children in the back seat until age 13.
3. Use the correct safety seat for child's size.
4. Use child safety seats and seat belts correctly.

In 2012, 42,000 children under age five were involved in car crashes nationwide.


To learn more about using the right restraint for your child, follow the links at <http://itd.idaho.gov/ohs/ChildSafety/index.html>

Idaho's laws regarding child passenger safety and safety restraint use:
§49-672. Passenger safety for children.
§49-673. Safety Restraint Use.

Buckle up Every Trip Every Time.




For installation videos and tips: www.chop.edu/carseat



The Children's Hospital of Philadelphia®

Hope lives here.®



GHSA
The Governors Highway Safety Association
The States' Voice on Highway Safety

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Bicyclist Safety

The newly released GHSA *Spotlight on Highway Safety* report looks at the issue of bicyclist safety, analyzing how fatality trends and crash patterns have changed since the mid 1970's. Two areas of focus are helmet use and alcohol use by fatally injured cyclists.



GDL Identifiers and Decals

The Children's Hospital of Philadelphia – Research Institute

Many countries, including Great Britain, New Zealand, Australia, Canada, and France, have required Graduated Driver License (GDL) holders to identify their licensing status through the use of placards or decals (also known as L-plates and P-plates). These GDL identifiers and decals are required to be highly visible on any vehicle novice teen drivers operate. While some of these provisions have been in place for decades, they are a new concept for GDL in the United States. To date, only New Jersey requires the use of GDL decals by its learner and intermediate drivers.

The main purpose of decals is to aid with enforcement of GDL provisions among novice teen drivers. While numerous US studies of GDL and specific GDL provisions have demonstrated GDL's effectiveness in reducing novice teen driver crashes, the effectiveness of GDL provisions overall has been limited by the inability of police to enforce them. Without an identifier, it is difficult for law enforcement officers to easily determine who is a learner or intermediate driver without a traffic stop and visual inspection of the license.

Experts believe decals may increase the ability of police to enforce GDL and teens' willingness to comply with GDL restrictions and other important traffic safety laws, as well as alert others to drive safely around a novice. Further research is needed to determine causal pathways.

A 2014 CHOP study of NJ's decal provision, implemented in May 2010, shows that NJ youth and other road users are safer as a result of its implementation. According to the research, the decal provision is associated with a two-year decline in crash rates among intermediate teen drivers. After accounting for age, gender, calendar month, unleaded gas price, and crash trends among older licensed drivers, the researchers found in the first two years after the new decal requirement took effect, the crash rate for young intermediate drivers declined 9.5 percent as compared to the previous four years pre-decal. In fact, they found that crash involvement of an estimated 3,197 intermediate drivers was prevented in the first two years post-decal.

A previous CHOP study on the decal's first year of implementation found a 14 percent increase in the rate of GDL-related citations issued to intermediate drivers, although the increase seemed to be concentrated in the few months after implementation.

For more information on decal requirements as part of GDL and other GDL initiatives, read this report from the Governors Highway Traffic Association: *Curbing Teen Driver Crashes: An In-depth Look at the State of Novice Driver Initiatives.*

When the clocks change, so do road safety conditions

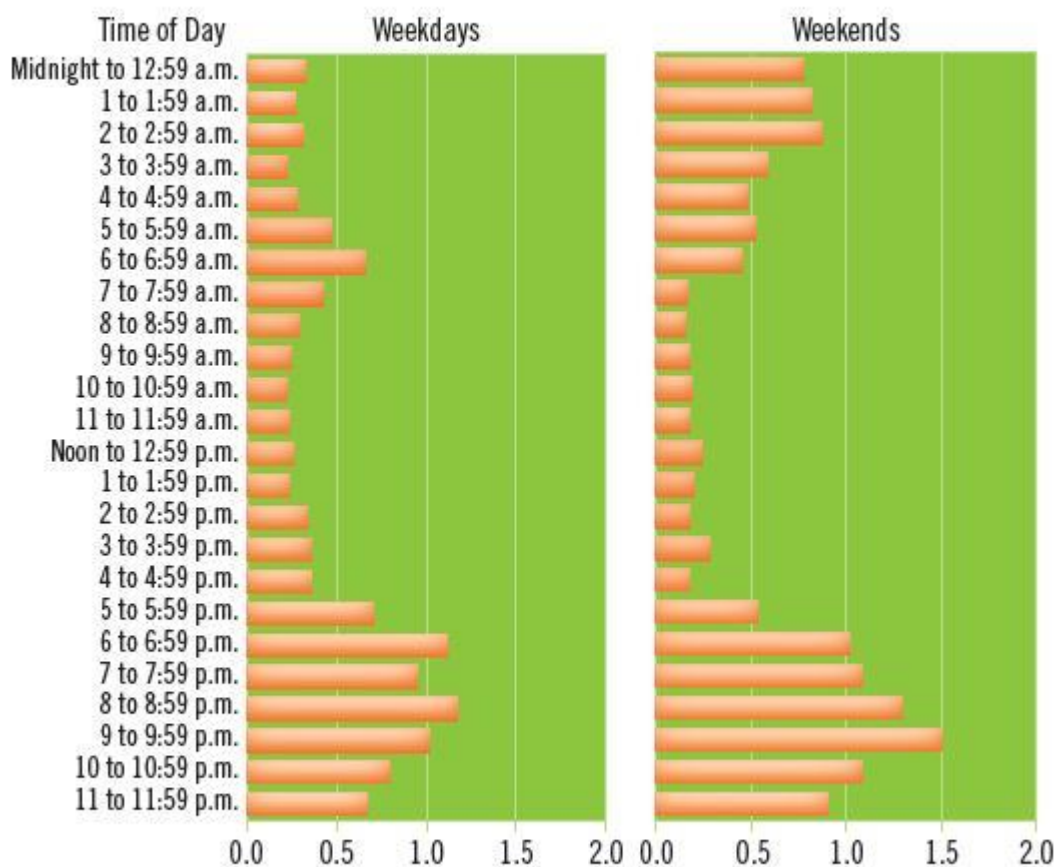
Posted by Todd Solomon, US DOT Fast Lane blog, November 3, 2014

So, you've spent your Sunday setting the clocks in your home back an hour. Now, it's time to think about the road safety consequences of the time change and the onset of less and less daylight as fall turns to winter.

Generally, evening hours are the deadliest time on the road, so drivers *and* pedestrians should be on guard with the end of Daylight Saving Time when we essentially add an hour of evening.

The time change means that darkness abruptly falls an hour early. So today, if you're used to driving around in afternoon light at 4 p.m., the roads are going to look a lot different in what will now be evening light. Adjust your driving accordingly.

Average Number of Pedestrians Killed per Hour, by Time of Day and Day of Week



Source: FARS, Traffic Safety Facts 2012, DOT HS 812 032

And for pedestrians, particularly children walking home from school in the late afternoon, the change in daylight means taking steps to make sure you're seen by nearby drivers.

In 2012, a pedestrian was killed every 2 hours and injured every 7 minutes in traffic crashes. Most of these pedestrian deaths occur in urban environments, and one quarter of pedestrian fatalities occur from 4:00 p.m. to 8:00 p.m.

So the National Highway Traffic Safety Administration has put together some [useful tips](#) for motorist and pedestrian safety during the shorter days of fall and winter:

For Motorists

- Slow down. During the evening hours, you need more time to see a pedestrian in your path.
- Keep in mind that pedestrians who are wearing headphones, hats or earmuffs may not hear your vehicle as it approaches.
- Keep your windshield, windows, and mirrors clean. Make sure your defrosters and windshield wipers are working properly and that washer fluid is replaced as needed.

For Pedestrians

- Carry a flashlight or attach reflective materials – such as fluorescent tape – to clothing, backpacks, purses, and briefcases.
- Don't depend on the traffic signal to protect you. Motorists may be distracted, especially when adjusting to the nighttime travel environment.
- Use crosswalks. Avoid jaywalking and crossing between parked vehicles.
- Walk on sidewalks whenever possible. If you must walk on the street, face traffic.
- When crossing the street, look left-right-left for cars from the curb.
- Do not cross the street if a car is coming and use a crosswalk if available.
- Watch out for cars at every driveway and intersection.
- Pay attention to what is happening on the road and avoid distractions

2014 / 2015 CALENDAR OF EVENTS

To add an event to the calendar, contact lisa.losness@itd.idaho.gov

Date	Event Description, Location
Nov 20-30, 2014	Seat Belt Mobilization Buckle up America, Every Trip Every Time
Nov 27, 2014 – Jan 4, 2015	Impaired Driving Mobilization Driver Sober or Get Pulled Over
Dec 2, 2014: 3-4pm MST	Traffic Enforcement Mobilization Online training webinar
March 15-17, 2015	LIFESAVERS , National Conference on Highway Safety Priorities – Chicago, IL
March 15-22, 2015	Impaired Driving Mobilization Buzzed Driving is Drunk Driving
May 7-8, 2015	Annual Highway Safety Summit
May 20 – June 2, 2015	Seat Belt Mobilization Click it or Ticket

[Click to view or register for Upcoming Alive at 25 courses in Idaho](#)



Quick Reference Guide – click on the topic to go directly to website.

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[ITD](#), Idaho Transportation Department

[NHTSA](#), National Highway Traffic Safety Administration

[FHWA](#), Federal Highway Administration

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